

EL PASO HERALD

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No. 97

The Demagog's Ammunition

If Choice B. Randall is behind some of the press work that is being done in the interest of himself in his candidacy against Joe Bailey for the senatorship next time, he is making a mistake that he will discover sooner or later. He is appealing to the "forks of the creek" people—the kind that Jim Hogg appealed to when he drank from a pitcher and ate with his knife—but Texas is too smart for that sort of stuff any longer and, while it may make votes among the few "unwashed," it will never and should never elect a senator.

One of the things the anti is throwing at Bailey is that he bought a house in Washington "with ten bath tubs." The man who wrote the stuff follows it up with the assertion that "it will take more than ten bath tubs to wash Mr. Bailey clean of the charges against him," but it is plain what he meant and it makes one feel ashamed at the demagoguery of it all. Then he talks of the "farmers whose average annual income is not equal to \$1000" being careful next time when they elect a \$7500 a year servant, to select one "who will serve them faithfully."

There is also that very, very old one that used to work well in Texas but is now worn out—that Bailey trains with "the Republican senators from the north." Every one of the old tricks are being appealed to, but Texas is not so ignorant as it used to be; Texas is not so prejudiced that it will not vote for a man who takes a bath; Texas is not so narrow that it refuses to allow its senators to associate with a Republican—they used to say "black Republicans," these demagogues; and Texas are not so small that they think \$7500 a year too much for a senator. Any senator who serves a constituency as hard to please as the average constituency, earns it all and more.

Mr. Bailey may not be qualified to represent Texas in the senate and Mr. Randall may be just the very finest man in the country for the job, but the people of Texas will have to have some other sort of evidence.

Rene Bache writes on "poisons for farmers." Why poison the farmers, pray?

Boost the fair. Will need it to show the world that the Mexican trouble hasn't hurt us any yet.

Lawn hose, spring hats and porch beds are making themselves heard in the noise of their rapid approach.

The Texas legislature is too big a body made up of too many little men ever to accomplish much good for the state.

If the insurgents attempted to take the McGinty gun across the Rio Grande it may be another case of "down went McGinty."

The merit system should prevail, just as that man Adler said in his Birmingham address, but pull still gets in ahead in most cases.

Work on the flume at the Elephant Butte dam has already commenced, and it will not be long until the real work of building the dam is under way.

Solomonville jail is without prisoners. This is either a splendid recommendation for the community or a reflection on the officers, and Graham county officers are not usually the kind that fail to do their duty.

In the death of Capt. Lee Hall, Texas loses one of its gallant pioneer peace preservers. Capt. Hall was with the vanguard of civilization on the Texas frontier and did as much as any other man to rid it of the lawless element.

You'll recall that The Herald didn't print that second "battle" of Casas Grandes—where Madero "came back" and wiped up Cuellar; The Herald didn't print it just because it never happened. The Herald is not printing anything about "the annihilation" of Rabago and his command at Chocolate Pass for the same reason.

Need For Farmer's To Organize

EL PASO ought to have a Truck and Fruit Growers' association; no time should be lost in forming one. The El Paso valley produces fruit and vegetables the equal of those grown anywhere in America, yet the market is poor. Some sort of an organization should be formed to improve this condition. Shipments could be made with greater profit through an association capable of offering a large supply of the various products of the farm, garden and orchard and the result would be splendid for the men who till the soil.

The upper valley farmers have a melon growers' association and an alfalfa growers' association. They market their product in bulk, through sales agents, and get better prices for it. With a similar organization among the valley truck and fruit growers, we would not be faced by the situation of farmers in the valley losing their crops in the field because of the lack of demand for them, and El Pasoans buying high priced stuff of the same character from California.

The El Paso table is often supplied with products from California or Mexico at advanced prices, at the very time when similar products are rotting in El Paso gardens for lack of a market. Organization would do a great deal to change this condition.

Gen. Miles is the same confident old soldier as ever. "If we ever fought Japan, that nation would lose," he says.

The cigar smoker in Utah is going to be as hard pressed as the booze fighter in some places in Texas. The legislature has banned the sale.

With Roosevelt opening irrigation dams and meeting Rough Riders, in the west, Mr. Taft's golfing down on the southern coast has been attracting very little attention.

Mexico has greater reason to grieve than because of a mere revolution. Ricardo Bell, the greatest clown the country ever knew, is dead in New York city. He is to be buried in Mexico City and have a monument erected for him.

The Herald prints today the official report of Col. Cuellar on the battle of Casas Grandes, fought two weeks ago today. If the Mexican government would see to it that its officers made accurate reports and would give them to the press, there would be no occasion for complaint about inaccuracies and exaggerations. The report of Col. Cuellar has the ring of truth in it and comports in fact with what has already been printed, but it adds a number of details heretofore unknown—among them the fact that the insurgents really have a flag at last—and the fact that it is given out shows that the Mexican government is "seeing the light" at last.

UNCLE WALT'S Denatured Poem

THE wise man said, one summer day: "Now eggs are cheap, for all hens lay, and so I'll buy a million eggs of these absurdly low priced eggs, and store them till the blizzards come, when henfruit works are out of plum, and then I'll bring them from my store, and clear a ton of wealth, or more."

And so he leased a building tall, and filled it up, from wall to wall, with oodles of refreshing eggs, in crates, in boxes and in kegs. And then he waited for the time of shrieking gales and snow and time, and planned a trip to Rome and Cork, with sundry nights off in New York. The winter came along full soon, but 'twas a running mate for June; the whizzing tempest didn't whiz, the raging blizzard didn't bliz; the hens were sure the month was May, and each laid seven eggs a day. The man of eggs soon went insane; which shows that human plans are vain. It also seems good evidence that hens have mighty little sense.

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Dorothy Dix On When Juliet Plays the Jilt

Shades of Romeo! Here's a Man Who Says Courtship Is Love's Labor Lost.

A BROOKLYN man is suing a girl who jilted him for \$10,000 for time lost in courting her. Shades of Romeo! Think of a lover with a time card in his hand, punching up the hours and minutes that he spent in murmuring sweet nothings into a shell-like ear, and holding her hand in his lily-white hand, and then assessing the value of those same entrancing moments in cold, hard cash!

There are things in this world so joyous that they are their own reward, and love-making heads this list. To demand a monetary consideration for the time consumed in a kiss is surely gliding the lily and painting the rose with a vengeance.

Nevertheless this ungallant suit raises an interesting question, to wit: a man spends in courting a woman—when he doesn't get her—lost time?

I trow not. Of course we have a poet's declaration: "My only looks are women's looks, and I OCTAVE all the time I waste on them." But this was the pessimistic view of the man, doubtless recovering from the pangs of unrequited love.

It's a Liberal Education. As matter of fact, a woman is a liberal education in itself; and to court one is equal to a course at college. This is without reference to the sentiments of the woman; for chief among women who have helped me are those women who have refused to marry them.

To begin with, courtship is the first aid to civilization with man. If there were no women in the world men would still be going about clothed in blankets and with the aboriginal growth of hair upon their faces. The first time a little boy voluntarily washes behind his ears marks the beginning of his first woman.

A man never cares how he looks until he sees himself in the mirror of some woman's eye; and, when he does, he begins to get busy with the barber and tailor and haberdasher, and assumes what he thinks is a dashing and killing air.

It is the courtship of woman that has raised man up from the savage to the elegant creature we see depicted in the clothing advertisements in the front of the magazines, and it is that that this time has been wasted is to give the double cross to human progress.

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Mexico's Prosperity Due To Extensive Railroad Building

Diaz Has Favored Railway Construction and Government Owns Some of the Principal Lines.

MEXICO CITY, Mexico, March 20.

—The railway development of Mexico has had more to do with the present prosperity of the country than any other one thing, except the guarantee of peace which the firm hand of Porfirio Diaz has given the world. Prior to the rise of Diaz to power, the policy of the government was in the main hostile to highway development. President Tejada strongly opposed the building of any railroad lines which would connect Mexico with the United States. He declared that the best defense of a weak nation against a powerful neighbor is an intervening desert, and that he was thankful that the great desert region of Mexico interposed itself between the Texas frontier and the capital.

Mexico's First Railroad.

The first railroad built in Mexico was the line of the Mexican railway extending from Mexico City to Vera Cruz. A concession for the building of this line was granted in 1857. In 1854 a few miles of line outside of Vera Cruz were built. In the succeeding year the first section of the line out of Mexico City was completed, extending between the capital and Guadalupe Hidalgo. When the builders came to construct the road, the government insisted upon a literal fulfillment of the conditions of the concession. This called for the construction of the line from Mexico City to Vera Cruz. The result was that the railroad company was compelled to transport the supply of rails, bridge material, and other equipment from Vera Cruz to Mexico City by mule and pack train. When it is remembered that the Mexican plateau is over 7000 feet higher than the city of Vera Cruz, the heavy burden entailed upon the railroad company by this provision will appear. The grounds upon which the Mexican government based their insistence was that if the road should be built in from Vera Cruz instead of out from Mexico City, it would give a vast increase in the foreign power in case of war.

Politics Retard Work.

Interference in politics by the railroad was begun at a very early stage in Mexican railway history. When the Maximilian government was in power, the Mexican railway favored by the government was the one which in bad odor with the Republican government which succeeded the reign of Maximilian. But in spite of this, the Mexican railway was fairly treated, and the through line to Vera Cruz was built in 1882. This line is operated today by English interests and its service is as modern as that of the majority of American railroads.

It also operates, in conjunction with the government-owned Vera Cruz and Isthmus and the Tehuantepec routes, a through sleeping car service between Mexico City and Salina Cruz, the principal Pacific coast port. This service affords one of the most remarkable railway trips in the world. Leaving Salina Cruz in the heart of the semi-arid region of southern Mexico, at 5 o'clock in the evening, by midnight the traveler finds himself on the Mexican plateau, where heavy spring clothing is comfortable. By dawn he is in the very heart of the tropics, where rainfall is abundant and vegetation dense beyond description. At nightfall he begins to climb up from the hot lowlands, and by morning he will find a heavy winter suit necessary for comfort. During this trip, compared to the trip from New York to Louisville in duration, the traveler encounters almost every sort of weather the world has to offer.

Roads Mostly American Built.

There are approximately 50 different steam railroads in the republic, having a total of some fifteen thousand miles of line. There is almost a mile of railroad to each 50 square miles of land, and a thousand people to each mile of railway line. The bulk of the railway mileage of Mexico has been built under American auspices and by American capital. A prominent American railroad man in Mexico furnished a statement in which he estimated that 66 percent of the mileage of Mexican railroads has been built under American direction. He figures that approximately 10,000 miles owes its existence to American enterprise. It is also estimated that 20 percent of the lines were built by English and other foreign interests, while 14 percent comes under the head of Mexican development. The total investment in railway property in Mexico prior to the revolution was about \$1,000,000,000. Approximately 50 percent of the railroads of the republic are controlled by the Mexican government, through the ownership of a majority of the stock of the national lines of Mexico. The remainder is still held by private corporations.

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No Favors to Government Lines.

It might be supposed that with the Mexican government owning a controlling interest in one-half of the railway mileage of the republic, its system would be given preference over the privately owned lines. But the contrary is true. The government lines compete with the independent lines on identical terms. Every phase of the national railway law applies to the operation of the national lines as well as to the private lines. Its system cannot be extended without first obtaining a concession. Its building is scrutinized by government engineers, and when the line is completed it must measure up to certain standards before it can be opened to the use of the public. All interstate roads are built on concessions obtained from the federal government, and the state governments have no jurisdiction over them. The government cannot reduce a rate during the life of the concession, except under extraordinary circumstances and even then it must agree to indemnify the railroads for any loss it may sustain because of the reduced rates.

Much Railroad Building Now.

The day of railway extension in Mexico is by no means past. At the present 1,053 miles are under construction. The Mexican North Western railway is building a line of 60 miles which will give an outlet for 2,000,000 acres of white and yellow pine timber to the Atlantic seaboard of the United States. The Kansas City, Mexico and Orient railway is completing a gap from San Angelo, Texas, to San Saba, crossing the Mexican border at Presidio del Norte, and another link from San Antonio to Hornell, which will give direct rail connection from Texas to the Gulf of Mexico.

(Continued on next page.)

Married Life the Second Year

Mabel Herbert Urner Tells How Helen Tries Self Assertion, Aided and Abetted by Katherine.

"T

HAT'S the trouble, that's why he doesn't appreciate you. He's too sure of you. He knows you're always there waiting for him, no matter how late he is. He stays out for dinner whenever he wishes—why shouldn't you?"

"Oh, I couldn't," Helen murmured nervously. "I never have."

"Well, that's just the reason you should now," declared Katherine. "And he'll appreciate you all the more if he comes home occasionally and finds you're not there. Now just phone Della to tell him that you and the baby are here and that I've insisted on your staying for dinner. And that he needn't bother to come after you. I'll take you home in a taxicab."

"Call up Della now," urged Katherine, "before he comes. Just leave a message to tell him that if he wants to speak to you, he'll have to call you up. Make him do the seeking this time. Wait, I'll get the number now—2603 Riverside, isn't it?" And, unheeding Helen's protests, she went to the telephone.

"Riverside 2603!"

"Hello! Is that you, Della? Mrs. Curtis wishes to speak to you. Here," forcing the receiver into Helen's hand, "now tell her you're not coming home to dinner."

"Della," Helen's voice wavered. "Will you tell Mrs. Curtis when she comes that I've decided to stay with Katherine—with Mrs. Grant—for dinner and that he needn't bother coming after me, she'll bring me home in a taxicab."

"Yes, and Della, you're going to have a very nice dinner, aren't you? Well be sure to roll them in cracker crumbs. You know he likes them best that way. Yes, Good-bye."

Katherine laughed. "You foolish little woman, why not let him have his usual quiet way? He doesn't like them once. It would make him miss your care and attention all the more."

"Oh, yes, I suppose I am foolish. And I don't suppose I'll ever get over it."

"You're just the real woman, the self-sacrificing woman, that a man seldom appreciates. Sometimes I think the more a woman gives up for a man, the more faithful she is, the less he cares for her."

"She laughed a little bitterly. "I'm not sure of that. I'm sure, but could I have married the man I love, I would have been as bad or worse. Even as it was I was always giving up, always sacrificing my own pleasure for his."

Helen looked up in surprise. "Was it like that with you too? But I've always thought you were such a strong, proud, independent woman."

"Ah, my dear, it is the women who are the most servile and abject when they love. Had I been able to keep from showing how much I cared,

Abe Martin

By Frederic J. Haskin



This is the time of year circuses advertise for sober calico players. You can't buy anything in Kokomo, Indiana, on the Sabbath but Sunday papers, and their hant nothin' in them after you blow 't froth off.

14 Years Ago Today

From The Herald Of This Date 1897

Only 964 voters have registered so far. The sale of tickets for Othello at the Santa Fe is relocating part of its track between Deming and Silver City.

The city collector says that all the big taxes for the last year have been paid. Louis James and troupe arrived from the north over the Santa Fe at noon.

Las Cruces is receiving financial cheer owing to the presence of many visitors. The young people of the Christian church gave a reception at the Y. M. C. A. last night.

The opera house tonight is very large. A heavy dust storm is blowing down the valley today.

B. F. Darbyshire returned today from Carson, Nev., where he attended the Fitzsimmons-Corbett fight. Manager Walker, of the opera house, came up from San Antonio today to spend a few days in El Paso on business.

Members of the New Mexico legislature are signing a petition for the president to appoint Col. Mothershill collector at El Paso.

General manager Nickerson, of the Mexican Central, will be in El Paso a few days to meet president Robinson, who is returning from Europe.

Governor Alumbaugh came up from Calhoun, yesterday and was welcomed at the station by a band and a number of Juarez and El Paso citizens.

J. Callisher and family returned today over the T. & P. from the east. There they have been visiting. Mr. Callisher has been in Pittsburgh and New York on a business trip.

A foot race for \$1000 a side was held at Washington Park this afternoon. The contestants were a Texan and a Californian and the Texas won the 75 yard dash by 3 1/2 feet. The affair was private.

Had I been less clinging, less eager to please, this thing might have been very different. But we're not going to talk of that this evening; we're going to have dinner and a very happy time."

Katherine had fitted up a charming little studio, and now she entered into the spirit of preparing the dinner and dish dinner with some of the abandon of their stolen feasts at boarding school.

They propped the baby up on the couch among a lot of pillows, where she cooed and gurgled until she fell asleep.

Helen tried to seem happy and interested, but her mind was constantly on Warren. Would he telephone? Would he come after her? Or would he take her at her word and let Katherine bring her home?

"You stop thinking about him!" demanded Katherine angrily. "I've asked you three times if you like paprika in your salad dressing and you haven't said a word about it. Now, your mind away from him for one evening!"

"Oh, yes, yes; I was only wondering—" "If he'd call you up or come after you?"

Helen nodded. "Well, if he does, for goodness sake don't answer as though you were overjoyed. Don't let him know you've been sitting here quiveringly hoping he would! Make him feel you're having such a good time that you're not been thinking of him at all! There!" as the telephone rang just then.

"There he is now!" But it was only Katherine's dressmaker asking her to postpone tomorrow's fitting until the next day.

About 8 Helen began to want to go home, her excuse being that she shouldn't keep the baby out any later. But Katherine knew it was not that. However, she was just about to order a taxicab when the telephone rang again.

"Oh, I KNOW that's Warren now!" And Helen rushed eagerly to the phone. "Now be careful—be cool and indifferent," warned Katherine.

But unheeding her, Helen was saying with eager joy. "Oh, dear, I'm so glad! Oh, DO—you know I want you to! Yes, Katherine was just going to bring me—but Oh, I'd so much rather you'd come. Was your dinner all right? Oh, I'm so sorry. Yes, I know I should have come home. In 10 minutes? Yes, I'll be all ready. I'll have my things on. No, I won't keep you waiting a second! Good-bye."

When Helen turned around her face was all aglow. "He'll be here in 10 minutes," excitedly. Help me get the baby ready—where did you put her things? I want to be all ready. I don't want to keep him waiting."

Katherine groaned. "Oh, what fools—what consummate little fools we women are!"